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**IN THE CLAIMS:**

1. A method of improving aircraft seating efficiency comprising:

positioning a first plurality of seating rows within a first region of an aircraft interior, said first region comprising a first aircraft width, each of said first plurality of seating rows comprising a uniform first quantity of standard aircraft seats, said standard aircraft seats comprising a standard aircraft seat width;

locating a tapered region of said aircraft interior comprising a second aircraft width, said second aircraft width sufficiently less than said first aircraft width such that said first quantity of standard aircraft seats cannot fit within said tapered region;

positioning a second plurality of seating rows within said tapered region, each of said second plurality of seating rows comprising a second quantity of standard aircraft seats having said standard aircraft seat width, said second quantity of standard aircraft seats aligned with said first quantity of standard aircraft seats to form a plurality of aircraft seating columns, said second quantity of standard aircraft seats positioned within said second aircraft width resulting in a region of underutilized space insufficient for placement of one of said standard aircraft seats having said standard aircraft seat width; and

positioning at least one reduced dimension youth aircraft seat having a reduced aircraft seat width within one of said second plurality of seating rows said region of underutilized space to increase a net aircraft passenger capacity.

2. A method of improving aircraft seating efficiency as described in claim 1, wherein said at least one reduced dimension youth aircraft seat comprises a child seat.

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3. A method of improving aircraft seating efficiency as described in claim 1, wherein said at least one reduced dimension child aircraft seat includes a four-point restraint.

4. A method of improving aircraft seating efficiency as described in claim 1, further comprising:

installing said at least one reduced dimension youth aircraft seat during commercial flight operations, said at least one reduced dimension youth aircraft seat removably installable in said aircraft interior.

5. A method of improving aircraft seating efficiency as described in claim 1, further comprising:

removably mounting said at least one reduced dimension youth aircraft seat to floor latch mounts installed on a floor of said tapered region.

6. (Withdrawn) A method of improving aircraft seating efficiency as described in claim 1, further comprising:

marketing said at least one reduced dimension youth aircraft seat for sale to children over the age of three years old.

7. (Withdrawn) A method of improving aircraft seating efficiency as described in claim 1, further comprising:

selling a ticket for said at least one reduced dimension youth aircraft seat at a youth fare less than a standard aircraft seat fare.

8. (Withdrawn) A method of improving aircraft seating efficiency as described in claim 1, further comprising:

arranging passengers in an overbooking scenario such that a child is positioned in said at least one reduced dimension youth aircraft seat.

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9. (Withdrawn) A method of improving aircraft seating efficiency as described in claim 1, comprising:

marketing said at least one reduced dimension youth aircraft seat for sale in combination with an adjoining one of said second quantity of standard aircraft seats.

10. (Withdrawn) A method of improving aircraft seating efficiency as described in claim 1, further comprising:

installing said at least one reduced dimension youth aircraft seat in response to an overbooked flight; and

arranging passengers on said overbooked flight such that a child is positioned in said at least one reduced dimension youth aircraft seat.

11. (Withdrawn) A method of improving aircraft seating efficiency as described in claim 1, further comprising:

marketing said tapered region to families as a family section of said aircraft interior.

12. A method of improving aircraft seating efficiency comprising:

positioning a first plurality of seating rows within a first region of an aircraft interior, said first region comprising a first aircraft width, each of said first plurality of seating rows comprising a first quantity of standard aircraft seats, said standard aircraft seats comprising a standard aircraft seat width;

positioning a second region of said aircraft interior comprising a second aircraft width;

positioning a second plurality of seating rows within said second region, each of said second plurality of seating rows comprising a second quantity of standard aircraft seats having said standard aircraft seat width, said second quantity of standard

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aircraft seats positioned within said second aircraft width resulting in a region of underutilized space insufficient for placement of one of said standard aircraft seats having said standard aircraft seat width; and

positioning at least one reduced dimension youth aircraft seat having a reduced aircraft seat width within one of said second plurality of seating rows said region of underutilized space within one of said second plurality of seating rows.

13. A method of improving aircraft seating efficiency as described in claim 12, further comprising:

wherein said at least one reduced dimension youth aircraft seat comprises a child seat.

14. A method of improving aircraft seating efficiency as described in claim 12, further comprising:

wherein said at least one reduced dimension child aircraft seat includes a four-point restraint.

15. A method of improving aircraft seating efficiency as described in claim 12, further comprising:

installing said at least one reduced dimension youth aircraft seat during commercial flight operations.

16. A method of improving aircraft seating efficiency as described in claim 12, further comprising:

removably mounting said at least one reduced dimension youth aircraft seat to floor latch mounts installed on a floor of said second region.

17. (Withdrawn) A method of improving aircraft seating efficiency as described in claim 12, further comprising:

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marketing said at least one reduced dimension youth aircraft seat for sale to children over the age of three years old.

18. (Withdrawn) A method of improving aircraft seating efficiency as described in claim 12, further comprising:

selling a ticket for said at least one reduced dimension youth aircraft seat in combination with one of said second quantity of standard aircraft seats at a combination fare less than double a standard aircraft seat fare.

19. (Withdrawn) A method of improving aircraft seating efficiency as described in claim 12, further comprising:

arranging passengers in an overbooking scenario such that a child is positioned in said at least one reduced dimension youth aircraft seat.

20. (Withdrawn) A method of improving aircraft seating efficiency as described in claim 12, further comprising:

marketing said at least one reduced dimension youth aircraft seat for sale in combination with an adjoining one of said second quantity of standard aircraft seats to parents and children.

21. (Withdrawn) A method of improving aircraft seating efficiency as described in claim 12, comprising:

installing said at least one reduced dimension youth aircraft seat in response to an overbooked flight; and

arranging passengers on said overbooked flight such that a child is positioned in said at least one reduced dimension youth aircraft seat.

22. (Withdrawn) A method of improving aircraft seating efficiency as described in claim 12, comprising:

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marketing said second region to families as a family section of said aircraft interior.

23. (Withdrawn) A method of marketing airline tickets comprising:

offering for sale a reduced dimension youth aircraft seat within an aircraft interior, said reduced dimension youth aircraft seat positioned within a seating row, said seating row including a plurality of standard aircraft seats having a standard aircraft seat width;

marketing a ticket for said reduced dimension youth aircraft seat at a reduced fair as compared to one of said plurality of standard aircraft seats.

24. (Withdrawn) A method of marketing airline tickets as described in claim 23, wherein said foam assembly is produced by:

marketing said ticket as a sales package with adjacent standard seat.

25. (Withdrawn) A method of marketing airline tickets as described in claim 23, further comprising:

wherein said reduced dimension youth aircraft seat is positioned in a region of said aircraft interior wherein one of said plurality of standard aircraft seats is too large to fit.

26. (Withdrawn) A method of marketing airline tickets as described in claim 23, further comprising:

removably mounting said reduced dimension youth aircraft seat within said aircraft interior.

27. (Withdrawn) A method of marketing airline tickets as described in claim 26, further comprising:

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seating children in said reduced dimension youth aircraft seat to accommodate overbooking.

28. (Withdrawn) A method of marketing airline tickets as described in claim 23, wherein said reduced dimension youth aircraft seat comprises a child seat.

29. (Withdrawn) A method of marketing airline tickets as described in claim 25, further comprising:

marketing said region to families as a family section of said aircraft interior.

30. (Withdrawn) A method of marketing airline tickets as described in claim 23, further comprising:

removing said reduced dimension youth aircraft seat when not utilized to reduce airplane weight.

31. (Withdrawn) A method of marketing airline tickets as described in claim 23, further comprising:

storing said reduced dimension youth aircraft seat at an airport; and  
installing said reduced dimension youth aircraft seat in said aircraft interior only when needed.

32. An aircraft comprising:

a first plurality of seating rows within a first region of an aircraft interior, said first region comprising a first aircraft width, each of said first plurality of seating

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rows comprising a uniform first quantity of standard aircraft seats, said standard aircraft seats comprising a standard aircraft seat width;

a tapered region of said aircraft interior comprising a second aircraft width, said second aircraft width sufficiently less than said first aircraft width such that said first quantity of standard aircraft seats cannot fit within said tapered region;

a second plurality of seating rows within said tapered region, each of said second plurality of seating rows comprising a second quantity of standard aircraft seats having said standard aircraft seat width, said second quantity of standard aircraft seats aligned with said first quantity of standard aircraft seats to form a plurality of aircraft seating columns, said second quantity of standard aircraft seats positioned within said second aircraft width resulting in a region of underutilized space insufficient for placement of one of said standard aircraft seats having said standard aircraft seat width; and

at least one reduced dimension youth aircraft seat having a reduced aircraft seat width positioned within said region of underutilized space one of said second plurality of seating rows to increase a net aircraft passenger capacity.

33. An aircraft as described in Claim 32, wherein said at least one reduced dimension youth aircraft seat comprises a child seat.

34. An aircraft as described in Claim 32, wherein said at least one reduced dimension youth aircraft seat includes four-point restraints.

35. An aircraft as described in Claim 32, wherein said at least one reduced dimension youth aircraft seat is removably attached to said aircraft interior.

36. An aircraft as described in Claim 35, wherein said at least one reduced dimension youth aircraft seat is attaches to said aircraft interior by engaging floor latch mounts permanently affixed to said aircraft interior.

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## 37. An aircraft comprising:

a first plurality of seating rows within a first region of an aircraft interior, said first region comprising a first aircraft width, each of said first plurality of seating rows comprising a first quantity of standard aircraft seats, said standard aircraft seats comprising a standard aircraft seat width;

a second region of said aircraft interior comprising a second aircraft width;

a second plurality of seating rows within said second region, each of said second plurality of seating rows comprising a second quantity of standard aircraft seats having said standard aircraft seat width, said second quantity of standard aircraft seats positioned within said second aircraft width resulting in a region of underutilized space insufficient for placement of one of said standard aircraft seats having said standard aircraft seat width; and

at least one reduced dimension youth aircraft seat having a reduced aircraft seat width positioned within said region of underutilized space within one of said second plurality of seating rows

38. An aircraft as described in Claim 37, wherein said at least one reduced dimension youth aircraft seat includes four-point restraints

39. An aircraft as described in Claim 34, wherein said at least one reduced dimension youth aircraft seat attaches to said aircraft interior by engaging floor latch mounts permanently affixed to said aircraft interior